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COUNTRY Soviet Zone of Germany REPORT

TOPIC Completion of the Northern Section of the Berlin Outer Freight Ring

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT

DATE OBTAINED DATE PREPARED 7 June 1950

REFERENCES 25X1

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Director General Kreikemeier officially opened the remaining Marzahn (N 53/Z 95) - Oranienburg (N 53/Z 67) section of the Berlin Outer Freight Ring on 6 May 1950. He emphasized the political importance of the project.
2. Work on the line is still in progress at the following points:
  - a. The northernmost of two curves which connect the Outer Freight Ring with the Berlin - Neustrelitz (N 54/U 54) line north of Oranienburg is not yet completed.
  - b. There is a steel railroad bridge 60 meters long, and constructed with bolts rather than rivets, over the Hohenzollern Canal northeast of Oranienburg. Finishing work is being done on the bridge, which is already in use.
  - c. The roadbed in the Wensickendorf (N 53/Z 87) - Basdorf (N 53/Z 87) - Schoenwalde (N 53/Z 86) section is being reinforced.
  - d. The Basdorf railroad station is being improved.\*
  - e. Some switches are not yet installed at the Karow (N 53/Z 96) railroad station, which has four tracks.
  - f. Gravel ballast on the Karow-Marzahn line is being replaced by broken-stone. \*\*and\*\*\*
- \* Comment: The Wensickendorf - Basdorf - Schoenwalde section formerly was part of a branch line and is now used for the newly constructed Outer Freight Ring. Because of this the roadbed must be reinforced for use by standard freight trains. The

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

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Basdorf railroad station is being improved for the same reason.

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\*\*  Comment: The Karow - Marzahn section was opened on 30  
March 1950 

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\*\*\*  Comment: Opening of the line prior to completion was for propaganda value. Much work remains to be done on the road bed and operational installations before the scheduled train density of 50 to 55 trains in both directions within 24 hours can be reached and before heavy-duty trains (1,200 tons and more) will be able to operate on the line. Even in its present state the line was a considerable help in coping with the transportation problems of this year's Witsun rally of the free German Youth in Berlin without resorting to the lines through the Western sector of the city.

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